Full Text of President's Speech to Congress on Rail and Coal Strike Crises

Will Use Law to Protect Public, Declares Harding

sesolved to Maintain Transportation and Right of Men to Work, Legislators Are Told; Asks Creation of Federal Fuel Agency, Added Powers for Labor Board and Protection for Aliens

WASHINGTON, Aug. 18 (By The Associated Press).-The text of president Harding's address to Congress to-day on the industrial situa-

Gentlemen of the Congress: It is manifestly my duty to bring to your attention the industrial sitdon which confronts the country. The situation growing out of the revailing railway and coal-mining kes is so serious, so menacing to strikes is so serious, so menacing to the nation's welfare, that I should be remiss if I failed frankly to lay the matter before you and at the same time acquaint you and the whole people with such efforts as the executive branch of the govern-ment has made by the voluntary energies of its good offices to effect

enertise of its good offices to effect settlement.

The suspension of the coal industry dates lack to last April I, when the working agreement between mine operators and the United Mine workers came to an end. Anticipating that expiration of contract, which was negotiated with the government's sanction in 1920, the greent Administration sought, as any as last October, conferences between the operators and miners in order to facilitate either a new sextended agreement in order to avoid any suspension of production when April 1 arrived. At that time the mine workers declined to confer, though the operators were agreeable, the mine workers excusing their declination on the ground that the union officials could have no authority to negotiate until after their annual consention.

Competitive Field

heite Conference
in Competitive Field

A short time prior to the expiration of the working agreement the mine workers invited a conference with the operators in the central competitive field, covering the states of Pennsylvania. Ohio, Indiana and Minois, and, in spite of the union declination of the government's informal suggestion for the conference, hive months before, the government, informally but sincerely, commended the conference, but it was declined by certain groups of operators, and the coal-mining controversy ended in the strike of April I. It was instantly made sation-wide, so far as the organized mine workers could control, and included many districts in the bituminens field, where there was neither grevance nor dispute, and effected a complete tie-up of the production in the anthracite field.

It is to be noted that when the magnasion began large stocks of coal rate on hand, mined at wages higher in those paid during the war; there was only the buying impelled by newsity, and there was a belief that call sust yield to the post-war resignment. When the stocks on and began to reach such diminution as to menace industry and hinder the magnetation, approximately June 1, westures were initiated by the government. When the stocks of stillement, None of these availed, histidual and district tenders of stillement on the part of operators is some instances appeals for ettlement—were wholly unavailing. The dominant groups among the operators were insistent on having district agreements; the dominant nine workers were demanding a nation-wide settlement. The government, being without authority to enforce a strike settlement. The government, being without authority to enforce a strike settlement. The government, being without authority to enforce a strike settlement. The government, being without authority to enforce a strike settlement. The government, being without authority to enforce a strike settlement. The government, being without authority to enforce a strike settlement in the coal plustry, could only

Accordingly a conference of the coal operators' associations and the general and district officials of the United Mine Workers was called to meet in Washington on July 1. The designation of representation was left to the officials of the various left to the officials of the various organizations. There was nation-wide representation, except from the non-union fields of the country. Before the joint meeting I expressed the deep concern of the country and invited them to meet at a conference table and end the disputes between them. The conference did not develop even a hope. The operators were asking for their district or territorial conference; the workers demanded conference; the workers demanded national settlement on old bases.

Plan for Commission Laid Before Both Sides

Appraising correctly the hopeless-ness of the situation I again invited both operators and workers to meet with me, and tendered a means of settlement so justly inspired that it was difficult to see how any one be-lleving in industrial peace and jus-tice to all concerned could decline it. In substance it called on the opera-tars to open their mines, on the mine In substance it called on the operalars to open their mines, on the mine
workers to resume work at the same
by and under the same working
which working to be a coal
minission. In turn, the govtament was to create at once a coal
minission, or two of them, if prestred by all parties to the dispute,
that one could deal with the bitiminous situation, the other with
the problems in the anthracite field.
Among the commissioners were to Among the commissioners were to

Bouquets on Ice

The lovely ferns that grow deep the Northern woods and the hiny laurel of the Southern Blue Ridge Mountains are now being gathered and put into cold storage for your next winter's bouquets. If it weren't for the fact that Christmas ropes of wrel are made and stored in mer, the price of greens at Christmas would be almost prodbitive. So ice not only redices the cost of living by keeping foods fresh from the time
of plenty to the time of scarcity,
but gives us summer bouquets
in winter at less than green-

ouse products. to keep your summer bouquets fresh and fragrant, drop a piece of sparkling knickerbocker ice into the wase.



representatives of the mine workers, and outstanding disinterested and able representatives of the American public. The commission was to be instructed to direct its first inquiry to the rate of wage to be paid for the period ending next April 1 and then to enter upon a fact-finding inquiry into every phase of the industry and point the way to avoid future suspensions in production. The disputants all indorsed the suggestion of a fact finding commission. The anthracite operators promptly accepted the entire proposal. The mine workers refused to resume work under the arbitration plan. The majority of the bituminous operators filed an acceptance, but a considerable minority declined the proposal.

Under these circumstances, having no authority to demand compliance, the government had no other course than to invite a resumption of production under the rights of all parties to the controversy, with assurance of government protection of each and every one in his lawful pursuits. This fact was communicated to the Governors of all coal-producing states, and with two exceptions assurances of maintained law and order were promptly given. in some instances concrete proof of effective readiness to protect all men, strikers and non-striking workmen alike, was promptly given. But little or no new production followed. The simple but significant truth was revealed that, except for such coal as comes from the districts worked by non-organized miners, the country is at the mercy of the United Mine Workers.

Mine Workers.

Governors in various states reported that their operators and miners had no dispute and were eager to resume production. District leaders informed me that their workmen were anxious to return to their jobs, but that they were not permitted to do so. Hundreds of wives of workmen have addressed the White House, beseeching a settlement, alleging that they knew no grievance, and there is an unending story of appeals for relief where necessity or suffering was impelling, where a mere expression of need ought to find ready compliance.

Government Neutral Sovernment Neutral

On Wages and Contracts

At every stage the government has been a just neutral regarding wage scales and working contracts. There are fundamental evils in our present system of producing and distribution which make the wage methem difficult

distribution which make the wage problem difficult.

In the bituminous coal fields are vastly more mines than are requisite to the country's needs, and there are 200,000 more mine workers than are needed to produce in continuous employment the country's normal requirements. By continuous employment I mean approximately 280 working days in the year. In many instances last year men were employed working days in the year. In many instances last year men were employed less than 150 days, in some cases much fewer than that. In the overmanned sections men divide the working time, and high wages are necessary to meet the cost of the barest living. Interrupted transportation, sorely broken employment, the failure to develop storage against enlarged demands and inadequate carrying—all these present problems bear on righteous wage adjustment and demand constructive solution.

Because of these things, because of the impressions of many cases of unjustifiable profits in the industry, and because public interest de-

Situation More Acute

Since Shopmen's Strike

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The public menace in the coal situation was made more acute and more serious at the beginning of July by the strike of the federated shops crafts in the railroad service—a strike against a wage decision made by the Railroad Labor Board, directly affecting approximately 400,000 men. The justice of the decision is not for discussion here. The decision has been lost sight of in subsequent developments. In any event, it was always possible to appeal for rehearing and the submission of new evidence, and it is always a safe assumption that a government agency of adjustment deciding unjustly will be quick to make right any wrong.

The Railroad Labor Board was created by Congress for the express purpose of hearing and deciding, disputes between the carriers and their employees, so that no controversy need lead to an interruption in in-

employees, so that no controversy need lead to an interruption in in-

need lead to an interruption in interstate transportation.

It was inevitable that many wage disputes should arise. Wages had mounted upward, necessarily and justly, during the war upheaval, likewise the cost of transportation, so that the higher wages might be paid. It was inevitable that some readjustments should follow. Naturally these readjustments were resisted.

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neither advocated nor opposed. It only held that the Labor Board was

the lawful agency of the govern-ment to hear and decide disputes and its authority must be sustained,

as the law contemplates. This must be so, whether the carriers or the

Unhappily, a number of decisions f this board had been ignored by

the carriers. In only one instance, however, had a decision challenged by a carrier, been brought to the attention of the Department of Jus-

tice, and this decision was promptly

tice, and this decision was promptly carried to the courts and has recently been sustained in the Federal Court of Appeals. The public or the executive had no knowledge of the ignored decisions in other cases, because they did not hinder transportation. When these failures of many of the carriers to abide by decisions of the board were brought to my attention, I could more fairly appraise the feelings of the strikers, though they had a remedy without seeking

the feelings of the strikers, though they had a remedy without seeking to paralyze interstate commerce.

The law creating the Railroad Labor Board is inadequate. Contrary to popular impression, it has little or no power to enforce its decisions. It can impose no penalties on either party disregarding its decisions. It cannot halt a strike, and manifestly Congress deliberately omitted the enactment of compulsory arbitration. The decisions of the board must be made enforceable and

board must be made enforceable and effective against carriers and em-ployees alike. But the law is new,

and no perfection of it by Congress at this moment could be helpful in the present threatened paralysis of

Was to Start Anew

employees ignore its decisions.

try, and because public interest demands investigation and demands the finding of facts be given to the public, I am asking at your hands public, I am asking at your hands the authority to create a commission to make a searching investigation into the whole coal industry, with provision for its lawful activities and the bestowal of authority to reveal every phase of coal production, sale and distribution. I am speaking now on behalf of mine workers, mine operators and the American public. It will bring protection to all and point the way to continuity of production and the better economic functioning of the industry in the future.

better economic functioning of the industry in the future.

The necessity for such a searching national investigation with constructive recommendation is imperative. At the moment the coal skies are clearing, but unless we find a cure for the economic ills which affect the industry and therein find a basis for industry and therein find a basis for righteous relationship we shall be faced with a like menacing situation on next April 1 on the expiration of the wage contracts which are now being made.

The need for such investigation and independent consideration is re-

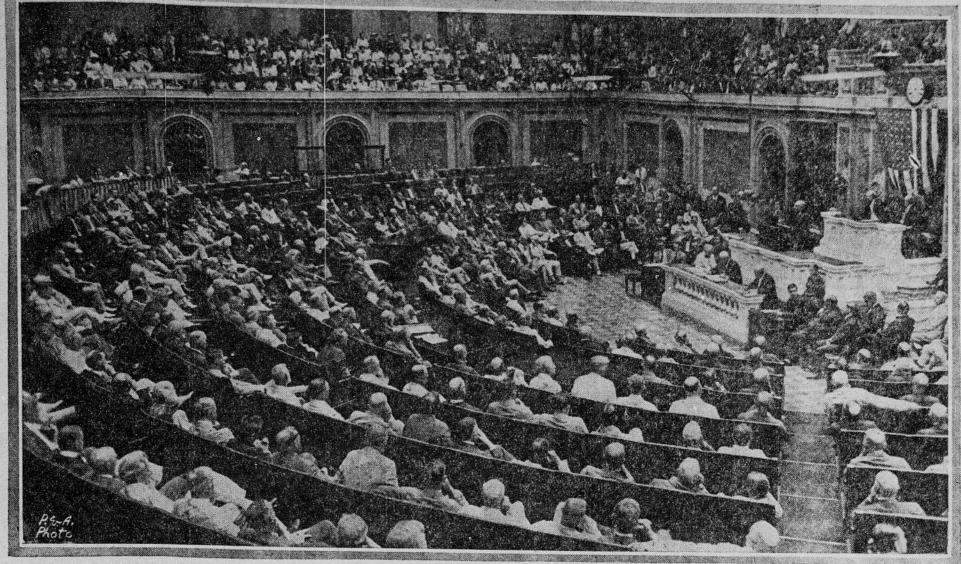
The need for such investigation and independent consideration is revealed by both operators and mine workers in the provision in the Cleveland agreement so recently made. The government will gladly co-operate with the industry in this program so far as it is for the public interest so to do, but I have an unalterable conviction that no lasting satisfaction or worth-while results will ensue unless we may have a government commission, independent of the industry, clothed with authority by the Congress to search deeply, so that it may advise as to fair wages and as to conditions of labor and and as to conditions of labor and recommend the enactment of laws to protect the public in the future.

Temporary Price

Control Necessary The almost total exhaustion of stocks of coal, the crippled condition of the railways, the distressed situation that has arisen and might grow worse in our great cities due to the shortage of anthracite, the suffering which might arise in the Northwest through failure to meet winter needs by lake transportation—all these, added to the possibility of outrageous price demands in spite of the most zealous voluntary efforts of the government to restrain them of the government to restrain them, make it necessary to ask you to con-sider at once some form of tempo-rary control of distribution and

The Administration earnestly has sought to restrain profiteering and to secure the rightful distribution of such coal as has been available in this emergency. There were no legal powers for price control. There has been cordial co-operation in many fields, a fine revelation of busi-ness conscience stronger than the ness conscience stronger than the temptation to profit by a people's misfortune. There have been instances of flat refusal. I rejoice to make grateful acknowledgment to those who preferred to contribute to

Harding Stating His Strike Policy in Address to Congress



This photograph, taken at the Capitol yesterday, shows the President reading his message

Prosperity Caused Rail Strike, Says Coolidge

national welfare rather than profit by a nation's distress.

If it may have your approval, I recommend immediate provision for a temporary national coal agency, with needed capital, to purchase, sell and distribute coal which is carried in interstate shipment. I do not mean that all interstate coal shall be handled by such a Federal organization; perhaps none will be necessary; but it will restore its capital to the public treasury and will be the instrumentality of guarding the public interest where private conscience is insensible to a public need. TACOMA, Wash., Aug. 18 .-Vice-President Coolidge, who, with Mrs. Coolidge and their two sons, was here yesterday, declared the rail and coal strikes were indications of prosperity. They also indicate, he said, the restless state need.

This proposal does not relate to any possible employment in intrastate shipments. Price restraint and equitable distribution in intrastate shipments is a responsibility of the state's own government. In such voluntary activities as have been carried on thus far the Federal government has endeavored to re-establish the authority and responsibility in the states which was undermined in the necessary centralization of authority during the World War.

Situation More Acuse of the public mind generally, which will become stable when the strikers are back at work.

"There are no strikes when conditions are bad," he said. "When there is general unemployment men hang on to their jobs. But when conditions are good and other jobs are available, they will go out on strike."

again, resume work, all to agree to abide faithfully by the board's de-cisions, make it a real tribunal of peace in transportation, and every-body serve the public.

The barrier to be surmounted was the question of seniority. By the workmen these rights are held to be workmen these rights are held to be sacred, and unsurrendered by a strike. By the carriers the preservation of seniority is the weapon of discipline on the one hand and the reward of faithful employees on the other. It has been an almost invariable rule that when strikes have been lost seniority and its advantages have been surrendered; when have been surrer strikes have been settled seniority has been restored.

In the tentative proposal which I sponsored it was provided that everybody should go to work, with seniority rights unimpaired; that there should be no discrimination by either workmen or carriers against work-men who did or who did not strike. I realized that the proposal must carry a disappointment to employees who had inherited promotion by staying loyally on the job, and to such new men as had sought jobs such new men as had sought jobs looking to permanent employment but I wanted the fresh start and but I wanted the fresh start and maintained transportation service, and I appraised the disappointment of the few to be less important than the impending misfortune to the na-tion

It was not what I would ask ordinarily to be considered or conceded, but at that moment of deep anxiety, with the coal shortage gravely menacing, I was thinking of the pressing demands of the welfare of the whole people. I believe the sacrifice brought to the men involved could be amply compensated for by the car-riers in practical ways. I believed that the matter of transcendent importance was the acceptance of the proposal to respect the Labor Board's decisions on the questions which formed the issue at the time of the strike. The public compensation would be complete in guarding by law against recurrence.

Proposal Rejected By All the Carriers

The proposal was rejected by the carriers. Though the rejection did not end all negotiation, it left the not end all negotiation, it left the government only one course—to call the striking workmen to return to work, to call the carriers to assign them to work, and leave the dispute about seniority to the Labor Board for decision. When negotiation or mediation fails, this is the course contemplated by the law, and the government can have no chart for its course except the law. To this call a majority of the carriers responded favorably, proposing to re-employ all strikers except those guilty of violence against workmen or property; to restore the striking workmen to their old positions where vacant, or to like positions where vacancies are filled; questions of seniority which cannot be settled between the employer and employees to go to the Labor Board for decision. The minority of the carriers proposed to assign jobs to workmen on strike only where the positions were vacant. Neither proposal has been accepted. Thus the narrative brings us to the present moment, but it has not included the developments which have heightened the government's concern. Sympathetic strikes have developed here and there, seriously impairing interstate commerce. Deserted transcenting the seried transcenting transce

developed here and there, seriously impairing interstate commerce. Deserted transcontinental trains in the desert regions of the Southwest have revealed the cruelty and contempt for law on the part of some railway employees, who have conspired to paralyze transportation; and lawlessness and violence in a hundred places have revealed the failure of the striking unions to hold their forces to law observance.

Men who refused to strike and who have braved insult and assault and

Men who refused to strike and who have braved insult and assault, and risked their lives to serve a public need have been cruelly attacked and wounded or killed. Men seeking work and guards attempting to protect lives and property, even officers of the Federal government, have been assaulted, humiliated and hindered in their duties. Strikers have armed themselves and gathered in mobs about railroad shops to offer armed violence to any man attempting to go to work. There is a state of law-lessness shocking to every conception of American law and order and violating the cherished guaranties of American freedom.

At no time has the Federal govern-

At no time has the Federal government been unready or unwilling to give its support to maintain law and order and restrain violence, but in no case has state authority confessed its inability to cope with the situa-tion and asked for Federal assistance.

Complete Break-Down Of the Roads Impends

Under these conditions of hindrance and intimidation there has been such a lack of care of motive power that the deterioration of locomotives and a lack of care of motive power that the deterioration of locomotives and the non-compliance with the safety requirements of the law are threatening the breakdown of transportation. This very serious menace is magnified by the millions of losses to fruit growers and other producers of perishable foodstuffs, and comparable losses to farmers who depend on transportation to market their grains at harvest time.

Even worse, it is hindering the

their grains at harvest time.

Even worse, it is hindering the transport of available coal when industry is on the verge of paralysis because of coal shortage, and life and health are menaced by coal famine in the great centers of population. Surely the threatening conditions must impress the Congress and the country that no body of men, whether limited in numbers and responsible for railway management or powerful in numbers and the necessary forces in railroad operation, shall be permitted to choose a course which imperils public welfare. Neither organizations of employers nor workingmen's unions may escape responsibility. When related to a public service the mere fact of organization magnifies that responsibility and public interest transcends that of either grouped capital or organized ither grouped capital or organized

Another development is so sig-nificant that the hardships of the moment may well be endured to rivet popular attention to necessary settlement. It is fundamental. rivet popular attention to necessary settlement. It is fundamental to all freedom that all men have unques-tioned rights to lawful pursuits, to work and to live and choose their own lawful ways to happiness. In these strikes these rights have been

"Plain Statement, Not Anger," Says Loree, Answering Pepper

Was to Start Anew

Happily it is always lawful and ofttimes possible to settle disputes outside of court, so, in a desire to serve
public welfare, I ventured upon an
attempt at mediation. Those who
had preceded me in attempted settlements had made some progress.
I submitted to the officials of the
striking employees and the chairman of the Association of Railway
Executives, in writing, on the same
day, a tentative proposal for settlement. Knowing that some of the
carriers had offended by ignoring
the decisions of the board and the
employees had struck when they
had a remedy without the strike, I
felt it was best to start all over

L. F. Loree, president of the Delaware & Hudson Railway Company, in a telegram to Senator Pepper, of Pennsylvania, replied to the latter's criticism that the railroad head had "substituted anger for judgment" in arguments over the railway shopmen's strike. Mr. Loree's telegram said:

"Replying to your letter of August 17, which you have made public, I cannot accept it that plain statements of fact or of concern for the interest of our employees may properly be criticized as displays of anger. But what we are dealing with is of vital importance to many people and far above personalities. There are nearly 250,000

diction were asserted by suitable legislation by Congress." Judge Summons a Muse legislation by Congress." My renewal of this oft-made recommendation is impelled by a pitiable sense of Federal impotence to deal with the shocking crime at Herrin, Ill., which so recently shamed and horrified the country. In that butchery of human beings, wrought in madness, it is alleged that two aliens were murdered. This act adds to the outraged sense of American justice the humiliation which lies in the Federal government's confessed lack of authority to punish that unutterable crime. To Break the Bad News

Arthur Herbert, a chauffeur, of 354 East Third Street, Manhattan, was arraigned before Police Judge O'Driscoll, in the 2d Criminal Court in Jersey City yesterday, charged with using profane language when a policeman arrested him for violating a traffic rule at the Lackawanna Railroad freight yard.

When Judge O'Driscoll heard the charge and the testimony of the officer, who declared Herbert called him some choice names, the judge said:

"Smother thy wrath and keep it in, for anger is a deadly sin. Hand over \$5 to the clerk of the

denied by assault and violence, by armed lawlessness. In many communities the municipal authorities have winked at these violations, until liberty is a mockery and the law a matter of community contempt. It is fair to say that the great mass of organized workmen do not approve, but they seem helpless to hinder. These conditions cannot remain in free America. If free men cannot toil according to their own lawful choosing, all our constitutional guaranties born of democracy are surrendered to mobocracy and the freedom of a hundred millions is surrendered to the small minority which would have no law.

It is not my thought to ask Con-

It is not my thought to ask Congress to deal with these fundamental problems at this time. No hasty action would contribute to the solution of the present critical situation. There is existing law by which to settle the prevailing disputes. There are statutes forbidding conspiracy to hinder interstate commerce. There are laws to assure the highest possible sector in sailways assure the highest possible safety in railway service. It is my purpose to invoke these laws, civil and criminal, against all offenders alike.

Problem Demands Unprejudiced Action

The legal safeguarding against like menaces in the future must be worked out when no passion sways, when no prejudice influences, when the whole problem may be appraised, and the public welfare may be as-serted against any and every inter-est which assumes authority beyond that of the government itself. One specific thing I must ask at

One specific thing I must ask at your hands at the earliest possible moment. There is pending a bill to provide for the better protection of aliens and for the enforcement of their treaty rights. It is a measure, in short, to create a jurisdiction for the Federal courts through which the national government will have appropriate newer to protect aliens appropriate power to protect aliens in the rights secured to them under treaties and to deal with crimes which affect our foreign relations.

The matter has been before Con-The matter has been before Congress on many previous occasions. President Tyler in his first annual message advised Congress that inasmuch as "the government is charged with the maintenance of peace and the preservation of amicable relations with the nations of the earth, it ought to possess without question all the reasonable and proper means of maintaining the one and preserving the other."

President Harrison asked for the

President Harrison asked for the same bestowal of jurisdiction, having encountered deep embarrassment which grew out of the lynching of eleven aliens in New Orleans in 1891. President McKinley, dealing with a like problem in 1899, asked the conferring upon Federal courts of jurisdiction in that class of international cases where the ultimate responsibility of the Federal government may be involved. President Roosevelt uttered a like request to Congress in 1906, and President Taft pointed out the defect in the present Federal the defect in the present Federal jurisdiction when he made his in-augural address in 1909.

He declared that "it puts our gov rement in a pusillanimous position to make definite engagement to pro-tect aliens and then to excuse the failure to perform these engagements by an explanation that the duty to keep them is in states or cities not within our control. If we would promise, we must put ourselves in a position to perform our promise. We cannot permit the possible failure of justice, due to local prejudice in any state or municipal government, to expose us to the risk of war which might be avoided if Federal juris-

I. R. T. Trains Cut 10 P. C. as Coal Runs Low

Service Is Lightened Until Tuesday to Avert Peril of Tie-Ups Marooning Thousands in Subways

British Fuel is Blamed

American Gás Association Warns the East It Faces Shortage This Winter

service on the elevated and subway lines of the Interborough and warning of a possible gas shortage sent broadcast by the American Gas Association. the ill effects of the nation-wide coal strike are now being felt seriously in New York. Up to the present moment the strike has cast its shadow over the mining districts and in government circles, but now it has reached the every-day public.

The Interborough, forced by the strike to buy British coal, has found that the overseas fuel cut its boiler efficiency 25 per cent. The company's mechanical stokers cannot properly handle the English coal, because it "mats." The British use a thinner bed on their grates and use slice bars to break up the matted coal.

No Priority Coal Here Yet

Although the United States Fuel Administration has allotted thousands of ons of coal to the New York transit lines, no actual fuel has been received from this source. The Interborough has received 30,000 tons from Great Britain and has contracted for 150,000 additional tons. The company still has on hand 27,000 tons of West Virginia Pocahontas coal and is awaiting a shipment of 50,000 tons more. Officials of the system are not optimistic about the filling of this last order.

The conditions confronting the public utilities of the city were outlined

lic utilities of the city were outlined last night in a statement by Le Roy T. Harkness, a member of the Transit Commission and the Governor's Fuel Commission.

"The cut in the Interborough service," Mr. Harkness said, "was made to avoid the risk of a possible shutdown. The Interborough several days ago began for the first time using English admiralty coal. It was soon seen that the English coal did not give the same efficiency in producing steam that the American coal did.

"Charles McLean, superintending engineer of the Cunard Line, explained that in using English coal it was necessary to use long slice bars to break up the lumps that form. This is impracticable in Interborough power houses, where boilers are fed by mechanical stokers and do not allow the use of splice bars.

To Curtail Until Tuesday

Had it happened in any other land than our own, and the wrath of righteous justice were not effectively expressed, we should have pitied the civilization that would tolerate and sorrow for the government unwilling or unable to mete out just punish-

To Curtail Until Tuesday

ment.

I have felt the deep current of popular resentment that the Federal government has not sought to efface this blot from our national shield, that the Federal government has been tolerant of the mockery of local inquiry and the failure of justice in Illinois. It is the regrettable truth that the Federal government cannot act under the law. To Curtail Until Tuesday

"The commission came to the conclusion that with possible reduction of steam pressure on this account there was a possibility of the pressure becoming exhausted during the rush hours and the power supply shut off temporarily, if this happened it would take two hours to clear the lines. In the intense heat of a day like yesterday the commission is of the opinion that no chance should be taken on a shut-down, with the possibility of having to keep passengers in the subways for a considerable period. Accordingly, the authority has been given to General Andrews to continue this cut, if necessary, until Tuesday.

"The Commission in the face of a possible emergency took what it believed to be proper precautionary action in approving a temporary cut in ernment cannot act under the law.
But the bestowal of the jurisdiction
necessary to enable Federal courts
to act appropriately will open the
way to punish barbarity and butchery at Herrin or elsewhere, no matter in whose name or for what pur-pose the insufferable outrage is com-mitted.

It is deplorable that there are or can be American communities where lieved to be proper precautionary ac-tion in approving a temporary cut in service to avoid the possibility of a complete cessation of operation for several hours. With this temporary cut the situation is believed to be well of public officials, who believe mob warfare is admissible to cure any situation. It is terrorizing to know that such madness may be directed against men merely for choosing to accept lawful employment. I wish the Federal government to be able to put an end to such crimes against civilization and punish those who sanction them. cut the situation is believed to be well in hand and there is no cause for alarm. The Commission is informed that the Boston Edison Company has been having similar difficulty with English coal and that there has been a drop of 35 per cent in steam producing efficiency."

The New York Edison Company and the B. R. T. are reporting similar difficulties with their consignments of British coal. The B. R. T. still has a ten-days' supply of coal on hand, and has ordered 40,000 tons from England. The plan proposed yesterday by

even there are citizens, not to speak

In the weeks of patient conference

and attempts at settlement I have

come to appraise another element in the engrossing industrial dispute of which it is only fair to take cog-

nizance. It is in some degree re-sponsible for the strikes and has hindered attempts at adjustment. I

refer to the warfare on the unions

of labor. The government has no sympathy or approval for this ele-

ment of discord in the ranks of in-dustry. Any legislation in the future must be as free from this element of trouble making as it is from labor extremists who strive for

class domination. We recognize these organizations in the law and we must accredit them with incal-

culable contribution to labor's up

It is of public interest to preserve them and profit by the good that is in them, but we must check the abuses and the excesses which conflict with

public interest, precisely as we have been progressively legislating to prevent capitalistic, comporate or managerial domination which is con-

trary to public welfare. We also recognize the right of employers and employees alike, within the law, to

establish their methods of conduct

ing business, to choose their em-

ployment and to determine their re-lations with each other. We must reassert the doctrine that in this re-public the first obligation and the first allegiance of every citizen, high or low, is to his government, and to hold that government to be the just and unchallenged sponsor for public welfare and the liberty, security and with the fall its citizens. No meter

rights of all its citizens. No matter what clouds may gather, no matter

what storms may ensue, no matter

what hardships may attend or what sacrifice may be necessary, govern-ment by law must and will be sus-

Wherefore I am resolved to use all

sanction them.

The plan proposed yesterday by President Harding in his message to Congress was warmly indorsed by A M. Ogle, of the National Coal Association, who wired the White House pledging his co-operation in carrying out the fact-finding program.

Gas Men Issue Warning

The American Gas Association's warning, issued from its headquarters at 342 Madison Avenue, plainly stated that the gas utilities in states where that the gas utilities in states where large amounts of anthracite are used will be crowded to the limit this winter. This is particularly true, the statement continued, in New York, Wisconsin, Pennsylvania, New Jersey, Delaware, Maryland and the New England states. The supply of anthracite on hand in the power houses in the districts designated is very low, it is said.

A Board of Health survey shows that the following tonnages of the various kinds of coal are in New York yards:
Bituminous, 14.339½; buckwheat, 8.825; pear, 28.359½; nut, 3.575½; stove, 1,158; egg, 1,950; broken, 65; coke, 2,900; bricquets, 10; screenings, 167. Total, 61,349½.

Of these quantities 31,253 tons are in Manhattan, 6,349 in the Bronx, 17,697½ in Brooklyn and 4,083 in Queens. The Board of Health has reestablished the coal committee formed A Board of Health survey shows that

17,6974 in Brooklyn and 4,083 in Queens. The Board of Health has reestablished the coal committee formed during the 1920-'21 emergency.

Representatives of six banks met in Jersey City yesterday to make arrangements for financing the coal allotments made by the Federal Administration for New Jersey. Those represented were the First National Bank, Jersey City; National Newark and Essex Banking Company, Newark; First National Bank, Paterson; National State Bank, New Brunswick; First National Bank, Camden, and the Hanover Trust Company, Trenton. the power of the government to maintain transportation and sustain the right of men to work.

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